

had been made for postponing the strike and that the hopes were for a settlement.

The union leaders declared they had no programme to present for settlement of the strike and that they were going into the meeting with an open mind, prepared to hear any proposals the board has to offer, and then proceed on that basis to discuss a possible settlement.

## RAIL HEADS BEGIN RECRUITING MEN FOR STRIKE DUTY

Many College Students Apply for Work—Pensioners to Be Called Back.

At a meeting of the Railroad General Managers' Association today at No. 75 Church Street, twenty-five members, representing the big roads with terminals in and about New York City discussed ways and means of maintaining operation in the event of a strike. E. M. Rine, Vice President and General Manager of the D. L. & W., presided.

Some of the members told reports after the meeting that newspaper and billboard advertisements would be put out to-morrow for engineers, trainmen, conductors and other operating hands. A number of former railroad employees have already applied for work in anticipation of a strike.

Several hundred letters have come from employees assuring the railroad officials of their loyalty. Many who quit in the 1920 "outlaw" strike have renewed their efforts to get back.

The railroad officials will start a poll of employees to-morrow to "feel out the sentiment" toward a strike. This task will be entrusted to workers without organized labor affiliation.

Hundreds of college students have written to the railroads asking employment in the proposed emergency.

Letters from Rotary and Kiwanis Clubs and Chambers of Commerce have arrived in the last few days offering moral support to the railroads.

In a general letter sent to every employee of the Delaware, Lackawanna and Western Railroad to-day, the President, W. H. Trueblood, incloses a questionnaire in which he asks the men to answer to their own satisfaction the following:

1. Am I justified in giving up my position and seniority rights for which I have worked all these years with the company?

2. Will I obtain anything that will compensate me for the pension benefits which I will lose?

3. Am I sure of getting in return for the sacrifice of life-long friends, associates and surroundings for myself and family, anything that will justify the risks I am taking by giving up my position?

It was learned to-day that the roads will call back their pensioners and others on the retired lists. One of the conditions of a pension is willingness to answer any emergency call of the road, if the pensioner is physically able to work.

## P. R. R. MEN DIVIDED, 35,000 TO REJECT ORDER TO STRIKE

PHILADELPHIA, Oct. 20.—Representatives of 35,000 maintenance of way employees and railroad shop labor men have pledged their support to the Pennsylvania Railroad in case the threatened strike materializes.

The Brotherhood of Railroad Trainmen had a 54.67 per cent. vote against striking. It is the general belief that the majority of conductors on the Pennsylvania system voted against a strike.

The maintenance of way and shop labor men pledged their support in a telegram sent to Broad Street Station by the Executive Committee of the United Brotherhood, Maintenance of Way Employees, Railroad Shop Labor.

The message said: "We wish to inform you that we are taking no part in the proposed strike and will remain loyal to the Pennsylvania system covered by our regulations to remain on their jobs and perform their own work."

PITTSBURGH, Oct. 20.—Trainmen on the Pennsylvania lines west of Pittsburgh and Erie have been ordered to strike, according to a statement issued here by H. A. Knott, General Chairman of the Brotherhood of Railroad Trainmen of the Pennsylvania Lines West.

He said: "Personally, I feel on as friendly terms with the officers of the Pennsylvania company as I have in the past, and I do not feel that this fight is between the unions and the Pennsylvania. While it is true that within the past year we have made much progress in handling the grievances of our men with the Pennsylvania system, we do not feel that we have received any fairer treatment than we have been entitled to."

COLUMBUS, O., Oct. 20.—All trains on the Pennsylvania lines west of Pittsburgh will be stopped on Nov. 5 unless the strike order is cancelled, according to an announcement made here by H. R. Karna, General Chairman of the Brotherhood of Locomotive Engineers for the Pennsylvania Lines west of Pittsburgh.

DRY GOODS MEN PLAN NETWORK OF MOTOR TRUCKS

Will Operate Routes as Far West as Chicago if Railroad Workers Strike.

The National Retail Dry Goods Association, in preparation for the threatened railroad strike, is planning through its traffic group to coordinate trucking facilities of the

Eastern and Southern States. The association has sent feelers to large trading centres to learn how they are prepared. Answers so far are encouraging.

Retailers are inclined to discount the seriousness of the strike situation, but through their traffic organization are planning to co-operate with the National Automobile Chamber of Commerce. Thousands of trucks will be pressed into service to build up a motor network through New England, the Eastern and Southern States and as far west as Chicago. One day shipments are planned from New York to Philadelphia, Baltimore, Washington and on to Boston, Pittsburgh, Cleveland, Buffalo. Relays will carry traffic Detroit, Chicago and into large Southern cities.

The retailers' traffic group, which will meet Monday if the situation does not show a decided improvement, will consist of E. L. Stoiber and B. H. Blakeslee, New York; A. C. Albee, Philadelphia; S. L. King Jr., Pittsburgh; J. E. Shay, Boston; E. A. McElroy, Boston; Miss M. A. Evers, Newark, and W. F. Friel, Washington.

GREAT R. R. MEN'S ORDER BEGS UNIONS TO CALL STRIKE OFF

10,000 Yard Masters, Yard Conductors and Switchmen Say "Accept Cut."

MILWAUKEE, Oct. 20.—The American Railroad Men's Association, a fraternal and benevolent association, embracing 10,000 yardmasters, yardconductors and switchmen, to-day issued an appeal to all railroad unions to call off the proposed general strike and accept the wage cut ordered by the United States Railroad Labor Board.

The union men were warned that, if they strike, "arrayed against you there will be 100,000,000 men, women and children. The same railroad managements that now seem to deprecate public opinion would so mould and crystallize it against you as to overwhelm you and would use in their defense that same power which should be used against them."

The statement, an open letter to union men, was signed by Frank Mackert Jr., business manager of the order.

"We know that the popular demand now appears to be for a strike against further wage reductions," the letter said. "We also realize how disagreeable is the task of advising against so popular a measure. Nevertheless, we deem it our duty as to advise, and in so doing we are actuated solely for the good and benefit of the railroad employees. A cessation of railroad work now would make more terrible existing conditions of employment, and in its trend would follow extreme poverty, want and suffering."

ROADS REPORT EAGER RESPONSE TO CALL FOR HELP

Jersey Central Announces It Has So Many No More Will Be Received.

While expressing confidence that the railroad strike set for Oct. 30 would be halted, railroads in many parts of the country to-day advertised for men to take the places of their regular workers in case they walk out. All reported an eager response by men out of work. The Central Railroad of New Jersey announced that advertisements had resulted in sufficient applications and that no more would be received.

PHILADELPHIA, Oct. 20.—The Pennsylvania and Reading railroads placed advertisements in newspapers here to-day for men. Bunkhouses were being erected to house them. One being installed here contained one hundred cots. Large orders for food to feed the strikebreakers were placed with wholesale firms.

NORFOLK, Va., Oct. 20.—The Pennsylvania Railroad and steamer ferry divisions are advertising for labor in Norfolk to replace men "who may leave the service." Several hundred may be needed here, it is estimated.

WHEELING, W. Va., Oct. 20.—The Wheeling Division of the Pennsylvania Railroad to-day placed advertisements in West Virginia and Ohio newspapers asking applications for jobs that may be vacated by men leaving the service. Applications are to be sent to Pittsburgh.

MANUFACTURERS BACK RAILROADS IN WAGE FIGHT

The Railway Executives' Advisory Committee to-day made public two telegrams it has received from manufacturing interests. One from the Muskegon, Mich., Employers' Association announces that the manufacturers support the executives in the fight for reduced wages to the end that the railroads may offer reduced rates to the shippers. The telegram says the association believes all classes must accept their share of responsibility for readjustment and that public sentiment is overwhelmingly with the railroads.

The other telegram, signed by leading firms of Rochester, N. Y., states that the manufacturers are willing to submit cheerfully to the inconvenience of delayed shipment and will co-operate with the roads, adding that they believe a reduction in railroad transportation costs to be necessary to an improvement in general business conditions.

"Official refusal of organized railway labor to accept its share of the burden of readjustment we believe to be one of the principal factors contributing to the present industrial unemployment," the telegram says.

## A Century Ago and Now



In a current Broadway production a dress of 1821 and one of 1921 appear on the scene at the same time and the young lady in the century old frock shudders, as the photo shows, when the short-skirted modern flapper comes on.

## 3-YEAR-OLD GIRL GARROTED BY BOY ON A GRINDSTONE

Strangled by Playmate Who Tightens Cord Around Neck by Turning Crank.

PROVIDENCE, R. I., Oct. 20.—Mary Szpila, three years old, was strangled to death on a grindstone in the yard opposite her home on Elm Street, Valley Falls, yesterday afternoon.

Less than half an hour before she had been playing with John Throcky, who is four months older. The boy, it is alleged, tied a cord around his playmate's neck and, after fastening it to the shaft of the grindstone, turned the handle until Mary was dead.

Mary's baby brother, Benny, took his sister's hat home when he stepped into the yard of John Zajac and saw her lying there. Eddie Szpila, ten years old, went to the scene a few minutes later to see little Mary being taken from the grindstone by Mr. Zajac, who gave the child's body to Mrs. Victoria Wojac, another neighbor of the Szpila family.

Eight other children, whose ages range from 1½ to 10 years, are in the Szpila family.

CONVICT 20 YEARS AGO, A MILLIONAIRE TO-DAY, WANTS GOOD NAME BACK

LANSING, Mich., Oct. 20.—J. L. Salsbury of Memphis was a Michigan attorney twenty years ago and was convicted of embezzlement. He served two years and then went to Memphis, where he engaged in the timber business and later in raising rice. He is now a millionaire and is Secretary of the Chamber of Commerce of Memphis.

In a brief filed with the Supreme Court to-day Salsbury seeks reinstatement to the Michigan bar as the final step in his comeback. He says he will not return to Michigan to practice law, that would ruin his present financial success he could not afford to return to law practice.

WAGES UP 119% OVER 1915, FREIGHT RATES ONLY 78%

Figures Given Out by Railway Executives Show Wide Difference.

The Association of Railway Executives yesterday made public a compilation prepared by the Bureau of Railway Economics showing the relation of wage increases to freight rates since 1915.

This shows there have been four general increases in freight rates since 1915, which averaged as follows: 3.7 per cent. June 27, 1917; 2 per cent. March 15, 1918; 26 per cent. June 25, 1918, and 34 per cent. on Sept. 1, 1920—a total of 78 per cent. in 1921 over 1915.

The average annual compensation of the railroad employees increased 7 per cent. in 1916, 13 per cent. in 1917, 41 per cent. in 1918, 5 per cent. in 1919 and 22 per cent. in 1920. This shows a total increase of 119 per cent. in 1921 over 1915.

The bureau says the freight rate increase is only theoretical, while the wage increase is actual. It says that between 1915 and 1921 the average annual compensation per employee increased from \$39 to \$1,820, or 119 per cent., while the average receipts of the railroads per ton mile increased only from 722 cents in 1915 to 1,052 cents in 1920, or only 46 per cent.

VERY SHARP TEETH LIKELY TO BE PUT INTO THE ESCH LAW

(Continued From First Page.)

when the Nation's food supply and transportation of commodities were seriously held up by a country-wide strike on the railroads?

The impression prevails that if President Harding asked that teeth be put in the Esch-Cummings law so that the decisions of the Railroad Labor Board would be respected, there would be no difficulty in rushing such a measure through Congress.

A big question is whether the railroad labor unions will force the Administration to such an extreme.

It's coming if there is a railroad strike. The fight will be transferred to the halls of Congress, where already there is enough sentiment against a railroad tie-up at this time to insure passage of any measure deemed necessary by the Administration.

Incidentally, the original anti-strike clause imposed heavy penalties on carriers and their executives for entering into combinations between themselves to produce lockouts or strikes. Probably this time an amendment would be drafted which would simply make it unlawful for carriers or employees to enter into any combinations between themselves to violate the decisions of the Railroad Labor Board. There would be no reference presumably to strikes or lockouts.

The passage of such a law affects organized labor as a whole. If the experiment succeeded in handling public utilities there might be in the future an effort to make it cover other things, like coal mining. When the original anti-strike clause was passed by the Senate, it was provided that nothing in the act should be construed as preventing any individual from quitting his job. What was aimed at was combinations of two or more persons who persuaded individuals to quit their jobs. Similarly there are combinations of individuals in management who use coercive measures to compel men in associated lines of business to pursue courses of action which provoke strikes.

The Administration is concerned for the moment only with the railway situation. It is trying through the Labor Board to establish peace between the railway executives and their men. Failing in that, a law with severe penalties against those who would interrupt railway transportation is bound to be proposed.

Will railroad labor accept the lesser disadvantage, or run the risk of being prevented altogether from using the strike weapon?

Official Washington has confidence that the mediation of the Railway Labor Board will be fair and even-handed, and that when its proposals of a settlement are made this week they will be accepted.

GEORGE V. CANNOT AFFORD TO RACE YACHT NEXT YEAR

LONDON, Oct. 20.

King George has announced that owing to the great need of economy he can not afford to fit out the royal yacht Britannia for the yacht race next year.

"This is a great disappointment," says the announcement, "as there is no sport he enjoys more."

FATHER JOHN'S MEDICINE. For more throat, colds, bronchitis—Advt.

## A Fad in Fans A Bride-Elect



Something entirely new in fans for milady is a huge affair of Coque feathers, which forms a diversion from the usual ostrich fan.

## NEW U. S. AIRPLANE SPRAYS DEATH WITH 30 MACHINE GUNS

(Continued From First Page.)

and the remainder are trained slightly art, so that fire from the plane flies in three directions simultaneously.

The circular drums for the Thompson guns contain 100 cartridges and the ammunition equipment for the plane in battle trim consists of three drums for each of the thirty guns, a total of 3,000 cartridges.

Or the flight and the capabilities of its attack plane, Mr. Larsen said to-day just before the machine took the air for the 200-mile journey to Washington.

"We shall travel at cruising speed, about 120 miles an hour, and our path lies over Philadelphia, Baltimore, Aberdeen, Md., and Washington. We shall go to Bolling Field and also to Langley Field, where the army and navy experts will make their inspection of the plane and see what it can do in the air. It has been put through the most severe tests already and the flying and the battery performance have been perfect."

"One marked feature of the plane is its climbing ability. During a recent test it climbed the first 1,000 feet in 45 seconds and rose to 10,000 feet in less than 12 minutes. It is as fast as a scout plane and has high qualities of manoeuvring at speed."

"Nothing has been overlooked to make it an irresistible weapon of war. Infantry, either in the open or entrenched, cannot possibly withstand its sheer velocity of flight and its appalling fire. It flies too fast to afford a target. It sets a pace which is strides ahead of anything like it in the world, and the best part of it all is that this plane is of American material and workmanship throughout."

HAS BATTLE RADIUS OF 400 MILES FROM BASE.

The plane was designed and built by John M. Larsen, a well-known engineer and inventor, who in the course of his aerial touring has flown between 250,000 and 300,000 miles in this country and Europe. It is known as a "11-12 attack plane" and is a type in advance of the latest foreign all-metal planes. For the benefit of those who have a fancy for accurate figures it may be stated that the plane is 32 feet long with a wing spread of 49 feet and carries 130 gallons of gasoline. When manned by pilot and gunner and equipped with 3,000 rounds of ammunition and fuel for 500 miles of flight, it weighs 5,500 pounds. Its radius of action in battle is 400 miles from its supply base. The engine is a 400-horsepower Liberty motor.

The main battery of the plane consists of twenty-eight machine guns arranged in two sections. The first section is of twelve guns located directly behind the pilot's seat, and the second of sixteen guns, is mounted to the rear.

The firing is done by the manipulation of three levers, one firing half the battery, another the other half, the third being a master lever which puts all twenty-eight guns into action with a single motion. The two remaining guns of the thirty are fired at will by the pilot or gunner from the cockpit. The replacement of fresh magazines for all the guns requires only four minutes.

PLANE CONSTRUCTED OF AMERICAN-MADE DURALUM.

The plane itself is constructed of American-made duralum, an alloy of aluminum with the strength of mild steel. The metal sheets are 25-1,000 of an inch thick, more than twice the thickness of that used in the latest foreign all-metal planes. It is braced throughout with steel, there being a powerful cross-crossing of rods in the wings, which are two feet thick at their greatest diameter.

In designing this plane, it was Mr. Larsen's idea to provide a flying machine which, through its high speed, its sensitiveness under control and its ability to climb rapidly, could be used successfully against infantry either on the field of battle or while "going up," or to the rear, or to attack a convoy on a roadway. The intent of the plane is to swoop down upon the enemy, fly low over him, perhaps at not more than fifty feet from the ground, and loose an annihilating fire from machine guns. After such a dash, the machine is to climb swiftly to give the gunner time to adjust new magazines to the guns and then to return to the attack.

SPRAYS GROUND WITH BULLETS FOR WIDE DISTANCE.

By manipulation of the altimeters of the plane, the latter can be made to rock back and forth above the object attacked and thus spray the ground with bullets for a wide distance. The forward Thompson guns are set at a slight forward angle, six in the second battery point directly at the

## LETTER GIVES CLUE TO BOMB EXPLODED IN HERRICK'S HOME

(Continued From First Page.)

means," which the writer declared he had in his possession.

These experts to-day believed they saw a striking similarity between the handwriting of the letter and that of the address on the box which contained the bomb. The experts are now engaged in comparing closely the two samples of penmanship. They are experiencing difficulty, because the letter was written by pencil on cheap paper and the address on the cover of the box was badly blurred by the explosion.

The letter was written in French and in small, uneven letters, indicating that the author was an uneducated Frenchman. At the top of the sheet were the words "Sacco and Vanzetti," written in large letters.

(These names evidently refer to Nicola Sacco and Bartolomeo Vanzetti, two Italians who were convicted of first degree murder by a Massachusetts court last summer.)

The letter said: "As the representative of your country you are a party to the persecution of Sacco and Vanzetti, and you are, therefore, jointly responsible for their execution. I have in my power scientific means of sending you to the same destiny, together with your whole household."

The letter was signed: "A scientific man who will work alone."

PARIS, Oct. 20.—The attempted assassination of Ambassador Herriek with a bomb that exploded in his home yesterday led to uproarious scenes in the French Chamber of Deputies to-day.

Deputy Mandel, henchman of former Premier Clemenceau, in a fiery speech attacked the police and the Department of Justice for permitting the outrage to occur. He also made a bitter attack upon the Communists, and the Socialist Senator, Escoffier, leaped at him and struck him in the face.

For fifteen minutes the Chamber was in confusion, with Deputies shouting and bawling.

When things quieted down M. Bonnevay, Minister of Justice, referred again to the bomb incident and declared it in strong terms, while the Chamber cheered.

The attack upon M. Mandel by Escoffier resulted not only from the former's insinuations to-day, but from charges made in the Chamber yesterday by Mandel to the effect that the Socialist Deputy had tampered with the jury at a trial of Communists.

Ambassador Herriek to-day told of the narrow escape of his ten-year-old grandson.

"The little chap is usually with my valet in my room about 6 o'clock in the evening," the Ambassador said, "but yesterday he went with us to the reception to Gen. Pershing, and we were returning as the explosion occurred."

"It was a cowardly act, so cowardly I think such people will not work in the open, so I have no fear. I have received a number of letters, some containing threats, from Communists. They relate to the South Braintree affair, with which I have obviously nothing to do."

"I have turned them over to the police," Ambassador Herriek went to his

office in the American Embassy as usual to-day, little affected by his narrow escape. He found scores of telegrams and letters of congratulation from officials and friends all over Europe. The first thing he did was to issue instructions that any one desiring to give him a present must bring it opened to the Embassy. All packages brought to the Embassy will be under suspicion and will be opened under water in the presence of police. The entire detective force of Paris and all available policemen under the personal direction of the Prefect of Police worked throughout the night in efforts to trace the makers of the bomb. No arrests had been announced by the police up to noon to-day, but it was said a number of persons were under surveillance.

## PROTEST IN BREST AT U. S. CONSULATE

Mayor and Police Head Apologize for Demonstration by Mob Under Windows.

PARIS, Oct. 20.—After a protest meeting at Brest last night against the action of a Massachusetts court in convicting Nicola Sacco and Bartolomeo Vanzetti of first degree murder, a manifestation was organized under the windows of the American Consulate there, according to a dispatch to-day to the Petit Parisien. The demonstrators later broke up, the dispatch said, and some of them went to the sub-prefecture of police, where they sang the "Internationale" and the "Red Flag." The crowd disbanded at 11 o'clock, the dispatch added.

To-day the Mayor made an apology to Sampo B. Forbus, the American Consul, saying that no such incident would have been allowed if it could have been foreseen. The Sub-Prefect issued a warning against further demonstrations.

Consul Forbus thanked the officials and said the incident was not considered grave, according to a despatch received here by the Havas Agency.

111 One eleven cigarettes

The Three Inseparables

One for mildness, VIRGINIA

One for mellowness, BURLEY

One for aroma, TURKISH

The finest tobaccos perfectly aged and blended

20 for 15¢

The American Cigarette Co. 111 FIFTH AVE.

Lifebuoy literally cleans your skin inside and out.

It brings comfort, freshness, health and beauty to any skin.

The famous RED cake with the delightful health odor.



DIED. POST.—MARY W. 18 years, 11 months, 18 days, daughter of Mrs. A. W. Post, Oct. 19, at St. Francis Hospital. Cause will be open at undertaker's parlor, 14 E. 28th st. from 2 to 10 P.M.

FUNERAL DIRECTORS. Call Columbus 8200. Complete Funeral Service in an atmosphere of refinement. FRANK E. CAMPBELL, "THE FUNERAL CHURCH" Inc. (Non-Sectarian) Broadway at 66th St.

LOST, FOUND AND REWARDS. Lost—Brown collar, name Sally, age one year, red ribbon and tags. Reward if returned to 125 E. 12th St.